

The data reporting for the Highway Performance Monitoring System (HPMS) will be limited to the traffic data this year. Moreover, the scope of the reporting will only include what each agency has available.

Another important consideration is that the state will not ask for traffic data on any defined sections. The agency may set the limits. This new development is because of the implementation of a new spatially enabled data system that has dynamic segmentation (dyn seg) capabilities. The traffic data, to whatever extent it is available, may be reported in its “raw” form. The segments for the traffic data do not depend on the segments used in any other data set such as pavement, functional classification or route inventory.

The spreadsheet (Traffic Data sought.xlsx) is a summary of the data items that are being requested. The file does not necessarily have to be returned intact with all of the columns. If, for example, there were no vehicle classification counts then the 13 columns (class 1 thru class 13) could be deleted. The last two columns could be eliminated if no forecast traffic was available.

The second work sheet has the FHWA vehicle class definitions.

Each city and county is asked to supply whatever data they have from their traffic data base. Caltrans will use this to update the attributes in the HPMS while continuing to develop the new linear referencing system.

Following are the data item descriptions.

SECTION IDENTIFICATION

Street Name

The official name of the street, road, avenue, etc. including any prefix or suffix.
Use up to 100 characters.

From Location To Location

The limits of the section.
Typically, these are cross streets but any type of landmark is appropriate. Avoid including numeric street addresses.

ADT (Average Daily Traffic)

For two-way facilities, provide the bidirectional ADT.
For one-way roadways provide the directional ADT.

OR . . .

AADT (Annual Average Daily Traffic)

AADT is an average daily value that represents all days of the reporting year.
AADTs reflect application of day of week, seasonal and axle correction factors. No other adjustment factors are necessary.

48 hour counts are preferred but shorter duration, such as 24-hour counts, are acceptable if these are the latest available. Lacking a recent count, the AADT may be estimated from a traffic flow diagram, or by other means.

Month and Year of the latest traffic count

MM/YYYY

Peak Hour Volume

The 24 hour peak

OR . . .

K Factor

K₃₀ if it is available

Code the K-Factor to the nearest whole percent. Don't use decimals.

D Factor

The percent of the peak hour volume flowing in the peak direction.




















This is normally 50 - 75% (100% for one-way facilities). It cannot be less than 50% since it is defined by the peak direction.

Truck Percentages

The ADT (or AADT) broken out by the 13 vehicle classes.

Three vehicle classes will suffice, depending on the breakout of the classifications.

Figure C-1 – FHWA Vehicle Classification Scheme

	Class	Illustration	Description
Passenger Vehicles	1		Motorcycles
	2		Passenger Cars
	3		Pickups/Vans
Single-Unit Trucks	4	 	Buses
	5	  	6 tire two-axle single unit trucks
	6	 	Three axle single unit trucks
	7	 	Four or more axle single unit trucks
Combination-Unit Trucks	8		Four or fewer axle truck and trailer combinations
	9		Five axle truck and trailer combinations
	10		Six or more axle truck and trailer combinations
	11		Five or fewer axle multis
	12		Six axle multis
	13		Seven or more axle multis
	14		Errors/Unknown

Forecast Traffic

This is the future traffic volume (ADT or AADT) and the year for which it is forecast.

Future ADT (or AADT)

This is typically greater than the current traffic volume but not more than 4 times the current traffic volume. Please provide an explanation wherever if it is outside that range.

Year of Future ADT (or AADT)

The four digit numeric entry for the forecast year.

Ideally, this would be 20 years hence. It should not be less than 18 years out but whatever model year is being predicted that is closest to the 20 year target will suffice.